

From: [Nancy Rottle](#)
To: [AWV SDEIS Comments](#);
CC:
Subject: comments
Date: Friday, September 22, 2006 10:35:15 AM
Attachments:

Please add my comments on the solutions for the Alaskan Way Viaduct project:

I-643-001 We have before us alternatives that are not acceptable, in terms of what the alternatives mean for the future of Seattle and its waterfront, as well as in terms of the cost to state taxpayers. There are better solutions, and we need to find them. I urge WSDOT to work more closely with the City of Seattle to develop a broader range of alternatives to find more affordable and palatable solutions to this challenge. Within this range, a transit and street grid approach should be considered.

Thank you,

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I-643-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.